



# *Sailing Instructions*

May 2017 Pennant Race

Organising Authority  
**Moreton Bay Boat Club**



## **1. RULES**

- 1.1. The race will be governed by the Notice of Race, the Racing Rules of Sailing 2017-2020 as may be modified by these sailing instructions and the Australian Sailing Special Regulations 2013-2016 for Category 6 events.
- 1.2. The race is an arbitrary/performance handicap event. Handicaps will be based on the latest available club pennant race handicaps. Any boat not having a club pennant race handicap will be assigned an arbitrary handicap based on social event performance or boat design potential if performance data is not available.

## **2. NOTICES TO COMPETITORS**

- 2.1. Notices to competitors prior to the day of the events will be posted via email.
- 2.2. Notices to competitors on the day of the event will be advised via VHF 77.
- 2.3. Notices to competitors may be advised during the event particularly on matters relating to safety and course modification.
- 2.4. All boats are required to acknowledge any notification via VHF 77.

## **3. CHANGES TO SAILING INSTRUCTIONS**

Any changes to the sailing instructions subsequent to this revision will be advised in accordance with SI 2 NOTICES TO COMPETITORS.

## **4. SIGNALS MADE ASHORE**

Signals will not be made ashore. All notices will be advised in accordance with SI 2 NOTICES TO COMPETITORS.

## **5. SCHEDULE OF RACES**

The race is scheduled to start at 11:00 am on Sunday 7<sup>th</sup> May 2017.

## **6. DIVISIONS AND CLASS FLAGS**

- 6.1. Boats will race as a single division.
- 6.2. If a committee boat is present for the start, the class flag for both divisions will be code flag 'Q'.

## **7. RACE AREA**

The race area is Deception Bay and northern Moreton Bay. Refer to the Race Area diagram in Appendix A.



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## 8. THE COURSES

- 8.1. The selection of courses applicable to this race NoR by way of course diagrams.
- 8.2. The course to be sailed will be chosen on the day and advised to competitors via VHF77 prior to the warning signal.
- 8.3. Any change to the course to be sailed will be notified in accordance with SI 2. NOTICES TO COMPETITORS.

## 9. MARKS

- 9.1. The marks of the course and the direction of rounding each mark shall be as indicated on the course diagrams.
- 9.2. The tabulated mark information takes precedence over the drawn diagrams.

## 10. AREAS THAT ARE OBSTRUCTIONS

- 10.1. An isolated submerged rock has been identified at approximately  $27^{\circ} 10.98' S$ ,  $153^{\circ} 07.29' E$  along the leg defined by the Scarborough Harbour entrance yellow special mark and the Reef Point green beacon. Deeper draft boats should take care at that location at low tide.

Predicted tide times at the Brisbane Bar:

1244hrs	2.44m
1932hrs	0.53m

- 10.2. Rocky outcrops exist along the Redcliffe Peninsula east foreshore. Boats should not venture west of the related navigation marks at any time.

## 11. THE START

- 11.1. **If a committee boat is present**, the start will be governed by RRS 26.

**If a committee boat is not present**, competitors shall 'self-start' based on GPS AEST and an assumed starting sequence as described in RRS 26 (refer Appendix B). Competitors must act as if a committee boat was present. All start sequence rules apply.

- 11.2. **If a committee boat is present**, the start line will be to the north of the Scarborough Harbour entrance laterals and will be marked by a yellow conical buoy at the port end of the line and a staff displaying an orange flag on the committee boat at the starboard end of the line.

**If a committee boat is not present**, the start line will be the north transit of the yellow special mark at the entrance to Scarborough Harbour (the starboard end of the line) and the starboard laterals to its south. The start line port limit mark shall be an imaginary point on the transit line 0.1 NM (185 m) to the north of the yellow special mark.



- 11.3. A boat under motor after its warning signal must complete a 720 degree penalty turn, **under sail only, after its start signal and prior to crossing the start line.**



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- 11.4. A boat starting later than 30 minutes after its starting signal may be scored DNS.

## 12. THE FINISH

- 12.1. The finish line will be the transit of the yellow special mark at the entrance to Scarborough Harbour (the port end of the line) and the starboard laterals to its south when approached from the east or the red lateral to its east when approaching from the north. The finish line starboard limit mark shall be an imaginary point on the transit line 0.1 NM (185 m) to the north or west of the yellow special mark as determined by the direction of the last leg of the course.
- 12.2. Boats must take their own finish time as they cross the finish line (the transit) and advise their time to the race committee via VHF 77 no later than 15 minutes after finishing.
- 12.3. All race times shall be to GPS AEST and be to the nearest second.

## 13. PENALTY SYSTEM

- 13.1. For this race RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty. This **does not apply** to the penalty specifically stated in SI 11.3.
- 13.2. RRS 44.3 shall not apply to this race.
- 13.3. Decisions of the race committee will be final.
- 13.4. A boat that has taken a penalty or retired under the RRS must advise the race committee prior to the end of the protest time limit.

## 14. TIME LIMITS

The time limit for the race shall be official civil sunset.

## 15. PROTESTS AND REQUESTS FOR REDRESS

The following requirements are clarifications and/or changes to RRS 61.

- 15.1. The protest time limit is 60 minutes after the last boat finishes.
- 15.2. Protests must be handed to a race committee member before the end of the protest time limit and be in the form prescribed by the RRS.
- 15.3. Notice to parties involved in protests will be given via direct contact within 10 minutes of the end of the protest time limit. Written notices will not be posted.
- 15.4. Protests will be heard as soon as is practical and in the order of receipt.
- 15.5. Breaches of sailing instructions 17 and 18 or RRS 46 will not be grounds for a protest by any boat. Penalties for these breaches may be time penalties or disqualification at the discretion of the race committee.
- 15.6. Decisions of the protest committee will be final and absolute.



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## 16. SCORING

MBBCSS pennant event scoring is applicable to this race.

## 17. SAFETY PRESCRIPTIONS

- 17.1. All participating boats must comply with Australian Sailing Special Regulations 2013-2016, Category 6. Any non-compliance that may be satisfied by an equally safe alternative means must be advised to the race committee.
- 17.2. Safety requirements prescribed by Maritime Safety Queensland for the type and size of boat sailing in partially smooth waters also applies to all participants.
- 17.3. Competitors must 'log on' via VHF 77 and advise the number of persons on board. Boats not logging on will be designated as DNS.
- 17.4. Competitors crossing the finish line at the completion of the race must 'log off' via VHF 77 and provide their finish time. The provision of a finish time will be deemed to be a 'log off'.
- 17.5. A boat that retires from the race must notify the race committee via VHF77, by mobile phone or directly as soon as practicable after retiring but not later than 30 minutes after returning to shore.
- 17.6. Boats must maintain an effective listening watch on VHF 77 from 'log on' until the finish line is crossed and cleared and SI 17.4 requirements have been completed.
- 17.7. Persons in charge of a boat participating in or associated with the race must comply with the prescriptions of Maritime Safety Queensland in relation to radio watch on VHF 12 when adjacent to or within designated shipping channels. Refer Appendix A.
- 17.8. Participants are reminded that the events shall be abandoned if a gale warning is issued prior to or during the events. This is an absolute requirement and applies regardless of any race committee notification.
- 17.9. The official radio communication channel will be VHF 77.
- 17.10. While racing, a boat shall neither make nor receive radio transmissions or other communications not available to all boats. This restriction includes mobile phones. This instruction does not preclude the provision, by a boat, to another boat or the race committee, of information regarding safety or significant deterioration in weather conditions experienced.
- 17.11. The race committee reserves the right to appropriately penalise any competitor found to have gained sole advantage by radio or other communication.

## 18. OFFICIAL BOATS

Official boats will be identified by an orange flag flown.



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## 19. PRIZES

- 19.1. Prizes will be awarded for line honours and 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> on performance handicap.
- 19.2. Other prizes may be awarded at the discretion of the race committee.

## 20. DISCLAIMER OF LIABILITY

Competitors participate in the race entirely at their own risk (refer RRS 4 - Decision to Race). The organizing authority will not accept any liability for material damage, personal injury or death sustained in conjunction with, prior to, during, or after the events.

The boat's decision to enter will be considered to be testament that :-

- the boat complies with the event entry eligibility requirements within the Notice of Race and these Sailing Instructions;
- the skipper and crew fully understand the meaning and intent of the RRS PART 1 – FUNDAMENTAL RULES;
- the skipper and crew have the necessary knowledge, physical fitness and skills to safely participate in and complete the event
- the participant indemnifies the organizing authority, its agents and volunteers from any responsibility for any matter relating to the boat's participation in the event.

This consideration is made in relation to the application of the Civil Liability Act 2003 to dangerous recreational activities.



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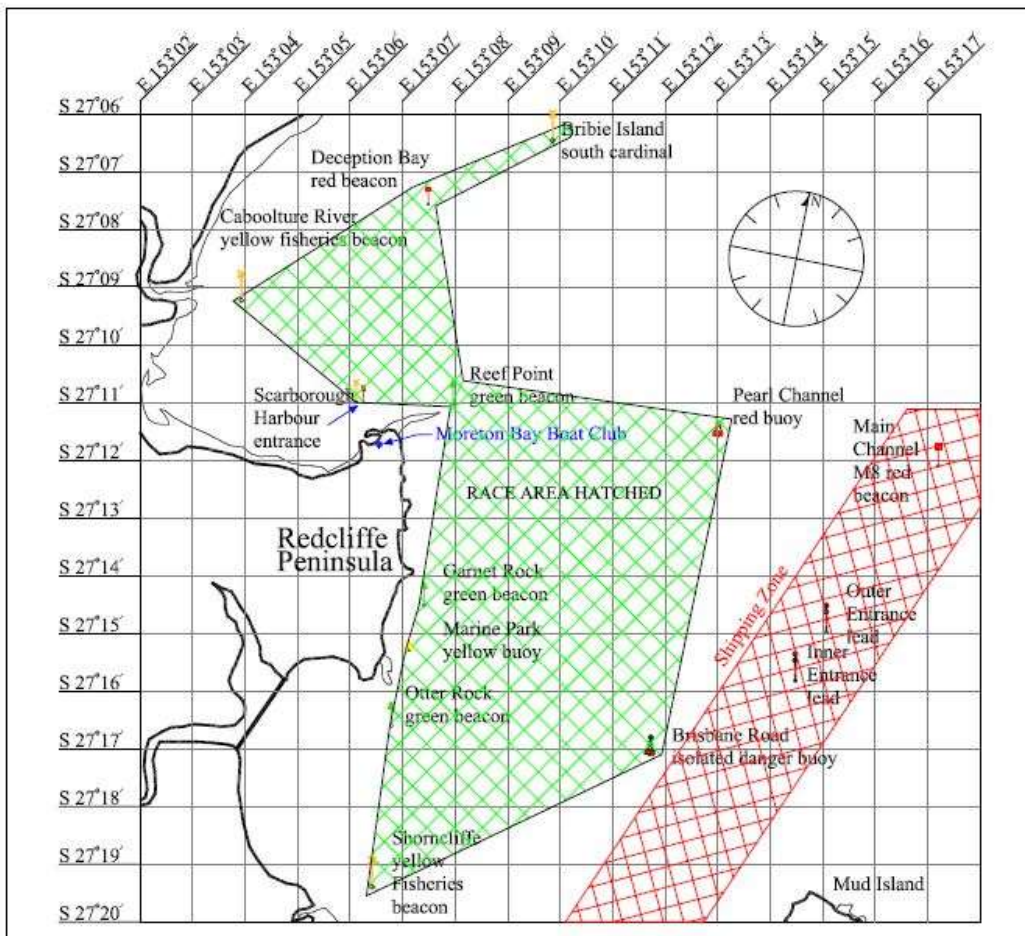
APPENDIX A



**MBBCSS RACE AREA**  
All regular yacht race events  
are held within the hatched zone



Note:- For regular races, the shipping zone must be avoided.  
If intrusion into that zone is unavoidable, VHF 12 must be monitored.  
[Last modified November 2016]









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**APPENDIX B**  
**START SEQUENCE**

The following sequence of events will apply only if a start boat is present. If a start boat is not present, competitors are required to manoeuvre and start **'as if'** the sequence has occurred. The PRO on the day or a race committee member on board one of the competing boats may give timing advice to competitors via VHF 77.

- |   |   |  |
|---|---|--|
| • <b>10:55 am</b> Division 1 warning signal     | Code flag "Q" and 1 sound.              |   |
| • <b>10:56 am</b> Division 1 preparatory signal | Code flag "I" and 1 sound               |   |
| • <b>10:59 am</b> Division 1 one minute to go   | Code flag "I" removed and 1 long sound. |  |
| • <b>11:00 am</b> Division 1 start              | Code flag "Q" removed and 1 sound.      |  |
|   |   |  |
| • <b>11:10 am</b> Division 2 warning signal     | Code flag "Q" and 1 sound.              |   |
| • <b>11:11 am</b> Division 2 preparatory signal | Code flag "I" and 1 sound               |  |
| • <b>11:14 am</b> Division 2 one minute to go   | Code flag "I" removed and 1 long sound. |  |
| • <b>11:15 am</b> Division 2 start              | Code flag "Q" removed and 1 sound.      |  |

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